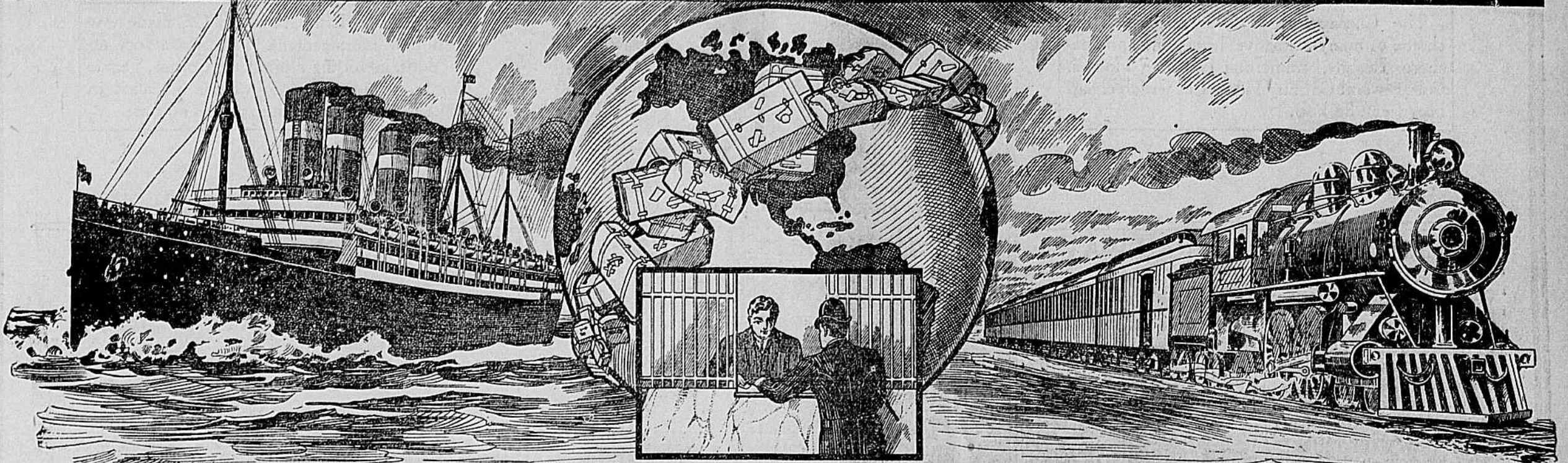
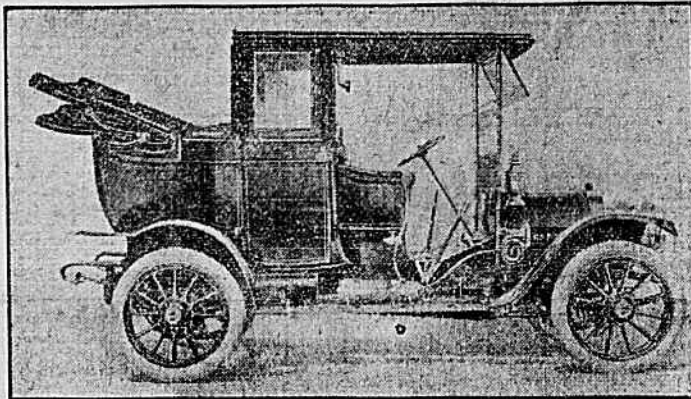


RICHMOND TRANSFER CO.



WE TICKET YOU TO ALL PARTS OF THE WORLD.



RICHMOND'S BIG TRANSFER CO. AND ITS WONDERFUL GROWTH

Vast Ramifications of Local
Place of Cabs and Busses.
The Checking System.

RICHMOND TRANSFER CO.
Taxicabs to Be Installed in
Place of Busses—The
Checking System.

Richmond, Greater Richmond, grows, and it catches on to all of the modern improvements and all of the modern ideas. There is not in all of Greater Richmond a single enterprise that has not caught on to the expansive idea. I could name forty or fifty Richmond enterprises that are right up in the limelight. The shoe folks and the dry goods folks, the hatmakers and the hatters, the wholesale grocery men, the hardware dealers, the wholesale drug folks and all of the other traders and traffickers have caught on to the Greater Richmond idea, and all of them are hustling to make Greater Richmond even greater. All of these concerns carry to the uttermost parts of the country the good name of Richmond, and they let the whole world know that there is such a place as Richmond, and a big place it is.

Nevertheless, the fact remains that one of Richmond's biggest cards, the one, perhaps, that makes it known in more parts of the world than any other one concern is the Richmond Transfer Company.

In its quiet way this company lets all the world know that there is such a place as Richmond. In its way it advertises Richmond all over the world and in so doing it advertises itself as one of the big things that helps to make Richmond great. For very many years the Richmond Transfer Company was willing enough to hold itself down to the then local environment, but in these latter days of world-wide reaching the Transfer Company has become a little world-wide in its efforts and Richmond is the gainer by this effort.

and now they have gotten up to the automobile.

Right Up to Date.
For several years past the Richmond Transfer Company has maintained a superb cab and carriage and baggage wagon service, and now, beginning with the first of May they propose to put on in Greater Richmond a taxicab automobile service that will be equal to anything in the same line that can be found in Washington, Baltimore, Philadelphia and New York, and thus bring Richmond right up to date in the matter of transferring passengers. But more of this later on.

There has been not a little talk about a union depot in this city. Such a depot seems to be out of the question because of the peculiar geographical conditions. The Transfer Company has by its up-to-date service really obviated the necessity of such a thing as a union depot.

A year or more ago I told about the superb service of this Transfer Company. A year has witnessed great improvements, but it would not hurt to recapitulate just a little by way of showing how this transfer service grew from a small beginning to gigantic proportions.

Soon after the downfall of the Confederate government, when Richmond had ceased to be the capital of a young nation, and when the business part of the city was a huge pile of ashes, Major A. W. Garber, with a few teams and a very limited amount of capital, commenced in a modest way the business of hauling baggage and passengers from one railway depot to another and from the depots to the hotels and to private residences.

How the Thing Grew.
There was much travel in those days, and tourists were flocking here from all parts of the country, and the business naturally grew. Major Garber called his enterprise the Garber Transfer Company, and in connection therewith he established uptown ticket offices, from which railway and steamboat tickets could be bought and baggage checked to all parts of the country. Later on steamship tickets to all European cities were put on, and in time the offices on Main Street became a beehive of business activity.

In 1902, after the business had had twenty-seven years of constant growth, the Richmond Transfer Company was incorporated as a stock company, with a capital stock of \$50,000. The business was greatly enlarged, and continued to grow, until now, after forty-five years of enjoyment of the confidence of the people of Richmond and the traveling people, it is one of the biggest things of the kind in this country.

Africa, and the ticket buyer can have choice of routes to any travelable point in the world. The facilities, convenience and information offered to the public can nowhere else be obtained in Virginia, and it is doubtful if there is a place in the United States that is better equipped for the transaction of this colossal business.

From Door-to-Door.
The company has "traffic" arrangements with other transfer companies in the principal cities of the United States and Europe, whereby baggage may be checked from your house in Richmond to the house or hotel at which the traveler proposes to stop in the cities named. That is to say, a man living on Franklin Street and intending to go to Old Point, Norfolk, Washington, Baltimore, Philadelphia, Atlantic City, Newark, Jersey City, New York, Hoboken or Brooklyn, can have a check put on his trunk in his Franklin Street home and, whether himself or more about it until he reaches the very house he is going to in any of the cities named, and on his arrival there the trunk will be in his room ready to be unlocked. European passengers can have their baggage checked direct to pier.

To maintain this superb service the company has, of course, to keep up immense stables, feed many horses, keep many carriages, cabs, hotel busses and baggage wagons, besides employing a small army of men.

Automobile Service Next.
The company's outfit as above outlined is very valuable, much money being invested in horse flesh and carriages, etc., but Richmond is growing, and the Transfer Company, determined that Richmond shall always have the very best, proposes to do away with horses and cabs and carriages and even with baggage wagons.

Beginning next week taxicabs will be introduced. As fast as the demand calls for them and the factory is able to furnish them taxicabs will supplant the carriages and busses, and then auto baggage trucks will supplant the baggage wagons, and in time the horse and mule will go out of commission in the Richmond transfer service.

After Careful Investigation.
The company did not decide hastily upon this step, but Superintendent Dunn visited all of the Northern cities where the taxicab has been made a success, and made a thorough study of their workings, and believing them to be the thing for up-to-date Richmond, made contracts with the American Locomotive Company for a large number of their famous "Aloe" cars, which are built especially for this service. The "Aloe" is to all intents and purposes a carriage, having four seats, besides the two for the driver and livery man, and having adjustable tops. They are declared to be the best cars yet made for the service. The contract calls for the installation of the streets of Richmond of six of the "Aloes," and for addition of others as fast as the demand requires.

ITEMS OF INTEREST TO TRAVELERS

Information for Travelers Contemplating a Trip Abroad.

First of all, our experience is, and the congested travel this year emphasizes the fact, that reservations for May, June and July should be made early. A deposit of only one-fourth of amount of passage money is required, the balance payable three weeks before sailing. We furnish diagram, rate sheets and sailing list of all lines on application. Outside rooms on promenade decks are, of course, preferable, but are rated higher. On the modern liners, with their perfected methods of ventilation, the objectionable feature of inside rooms have been removed. As a matter of fact, unless the passenger is "under the weather," most of the time is spent on deck. Baggage should be forwarded ahead of passengers. We check this direct to the steamship pier. It should be labeled "state room," or "baggage room," as desired. The necessary tags, we furnish with tickets. Trunks should not be too large. Those for state room not exceeding fourteen inches in height. Trunks placed in baggage room on steamer are accessible at stated times.

On all steamers deck chairs can be secured (when desired, we make reservation) at \$1 each. Provide yourself with traveler's checks, which come in denominations of \$10, \$20, \$50, and upwards, payable in currency of country in which cashed. The passenger can secure these at our offices at rate of one-half of 1 per cent. They are indispensable. Passports are useful, but not absolute, unless Turkey or Russia are to be visited.

August is the hottest month of the year in England and Central Europe; June and July are fine. April, May and June are the best months to spend in Italy, although it is a mistaken notion that it is unhealthy in the summer, and especially is the lake region delightful in July and August. Rome, Naples, Florence and Venice may be visited with safety and pleasure at all seasons.

Railway fares in Europe are moderate; on the continent somewhat lower than in England. In Great Britain the rate per mile is approximately 4 cents for first-class, 3 cents for second, and 2 cents for third. On the continent, about a quarter of a cent less. We furnish, on application, circular tickets. In the purchase of which the traveler will effect a saving. These can be arranged to cover almost any point desired, although we would not recommend where the traveler's plans are at all uncertain. Whenever itineraries can be arranged it is best to buy the circular, or round-trip, ticket. Expenses abroad, apart from cost of transportation, may be estimated at \$2.50 up per day, except in such cities as London, Paris, Berlin and Vienna.

VARIED POINTS OF INTEREST FROM THE EAST TO THE WEST

according to the traveler's taste and requirements. Baggage is allowed free on European railways as follows: In Austria, Belgium, Holland and Denmark, 55 pounds; France and Spain, 66 pounds; Russia, 56 pounds; Germany, Switzerland and Italy, nothing. In England, on first-class tickets, 150 pounds; on second, 120 pounds; on third, 100 pounds.

THE ANDES TUNNELED AT LAST.

The tunnel through the Cordillera, between Chile and the Argentine, will make it simple to travel by through trains from Buenos Ayres to Valparaiso. Until the tunnel was opened it was necessary to leave the railroad at an altitude of about 7,000 feet on either side and make the rest of the journey over the "cumbre" by stage, mule-back, or, for the more adventurous, afoot. The summit of the pass, where stands the statue of the Christ of the Andes, is at an altitude of about 12,000 feet. The new tunnel, which was to have been finished in 1907, was formally opened on April 5, with the passage of a train bearing the Chilean and Argentine commissioners. The new route will mean to the two countries very much what was meant to us by our first railroad over the Great Divide. It will probably be much used by visitors to the Pan-American Congress at Buenos Ayres. The trip across the continent ought to be made in about thirty-six hours.

THE VACATION LAND OF AMERICA ON THE NEW YORK CENTRAL LINES.

The vast pleasure and vacation ground east of Lake Erie and Lake Ontario, and stretching away to the Atlantic Ocean, is a land of enchantment. History, poetry, legend and romance have woven about it a subtle charm. It is reached directly by the through train service of the New York Central lines, and thus enjoys the advantage of quick and easy accessibility. It includes resorts that are well known wherever there are persons who travel—the Adirondack Mountains, Thousand Islands, Catskill Mountains, Berkshire Hills, Saratoga, Lake George, Lake Champlain and the Hudson River. An imperial group, surely, and offering the sportsman, the weary man of business, the student, and, in fact, seekers of rest and recreation of whatever temperament, unlimited means for their complete enjoyment. The Thousand Islands in the St. Lawrence River are considered by many people the ideal summer resort of America. The beauty of the scenery, purity of atmosphere, opportunities for enjoyment, historic and legendary associations, magnificent hotels, palatial summer homes and the facilities for short trips amid a labyrinth of channels of rare charm, all unite in giving distinction to the Thousand Islands as a summer resort. Through trains equipped with Pullman parlor and sleeping cars are operated from

Buffalo, via the New York Central, affording fast express service to the islands.

The Adirondack Mountains—To those who have visited that delightful section, mention of the Adirondacks calls up a flood of happy recollections, and those who have yet to go there will not question why, after their first visit. It is a region a little different from others, because it grows on your affections. You may see high mountains, broader lakes and denser forests elsewhere, but nowhere will you find them in such beautiful combinations. You will grow to love them as friends, and on each successive visit they will seem to welcome you with added friendliness.

The Adirondacks afford the choice of large, thoroughly modern and perfectly appointed hotels on the modest wilderness camp. You may, with a guide, explore well-nigh trackless wilderness, or you may drive over well-kept roads in pneumatic-tired carriages. You may penetrate the fastnesses in pursuit of the timid deer, cast a fly in a secluded brook to lure the wary trout, or you may play golf or tennis on links or courts kept in perfect condition. And, supplementing the various means at command for diversion, is the health-restoring, health-perpetuating air, laden with the sweetness of the pine and balsam, whence the region is fittingly termed the nation's pleasure ground and sanatorium.

All of the principal resorts in the Adirondacks are directly reached by the through parlor and sleeping cars of the Adirondack division of the New York Central.

Saratoga Springs, the Queen of American Spas, the Mecca of a vast multitude that yearly enters within its gates! Its wonderful mineral springs of various properties, its mammoth and palatial hotels, its social life, its broad, beautiful avenues and its healthful atmosphere are a magnet that draw tourists from all lands.

Lake George and Champlain—lakes altogether beautiful, with the Adirondack Mountains stretching away to the west, and the Green Mountains to the east, many summer tourists worship at their shrine. The Catskill Mountains and the Hudson River—the beautiful legendary Catskills, and the queenly and historic Hudson River are one of the great attractions of the New York Central. You see them from the car windows as the train speeds along the river banks. Back among these mountains and in the highlands adjacent to the river are many attractive places in which to spend the summer.

Brief Descriptions of Some of America's Grandest Scenery and Pleasure Grounds.

WHERE TO GO THIS SEASON

Not Hard to Decide After All. Variety of Scenery—Number of Resorts.

Geologists say the Adirondack Mountains were originally islands in the great ocean which rolled over the greater part of North America thousands of years ago. At the time they were undoubtedly much higher, but the constant erosion of water and ice has rounded them down to their present shape of graceful, forest-shrouded hill and smiling valley and lake. Whatever may have been their origin, it is fair to say that no finer place of summer resort exists than these Great North Woods, as they are sometimes termed, which cover almost the whole of Northeastern New York State.

Year by year more and more people seek this region of "forest primeval" lake and laughing brook, there to find rest and health in the air, laden with the balmy, balsamic breath, and to indulge in the sports and the pastimes of summer. While camps and hotels have been placed at suitable localities, the Adirondack country retains its air of the wilderness, and there yet remain many places where in all probably the foot of man has never trod.

Asbury Park, N. J.
At Asbury Park one finds a charming blending of the sylvan and the marine. The wooded highlands of New Jersey and the ocean's restless waves almost meet across the narrow strand. One turns from the sandy beach, lapped by the surges of the sea, to the broad streets of the city, bordered with spreading trees, whose thick foliage in some instances forms leafy arbors over the entire avenue.

And yet Asbury Park is a typical seashore resort. Upon its boardwalk, eighty feet in width and three miles in length, one may walk for hours, inhaling the saline breezes from the ocean which beats upon the beach only a few yards distant. One may enjoy the exhilaration of a bath in the surges which break upon the sands. One may be amused in varied ways as the fancy dictates. And all this within sight of bright flowers, green grass, and the monarchs of the forest which surround the city and invade its very thoroughfares, offering the cottager and hotel guest alike, the relaxation and freedom of country life with almost absolute freedom from mosquitoes or malaria.

Atlantic City, N. J.
In point of the number of annual